

## INFORMATION REPORT INFORMATION REPORT

## CENTRAL INTELLIGENCE AGENCY

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COUNTRY USSR (Latvian SSR) REPORT 25X1

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DATE ACQUIRED This is UNEVALUATED Information 25X1

APPRaisal OF CONTENT IS TENTATIVE.

1. [redacted] a KRONSTADT-Class submarine 25X1
- chaser [redacted] was off Kolka Rags. The vessel was equipped with three cm radar. At 1000 hours, a submarine was lying dead in the water about four nautical miles northeast of the entrance to Daugavgriva (see sketch No. 1). A minesweeper [redacted] was observed leaving the harbor. On the bridge there were, besides a three cm radar, two crescent-shaped bars at whose middle there was a horizontal bar. At the end of this horizontal bar, three short bars had been placed at right angles. The ship had mine tracks. No torpedoes were seen (see sketch No. 2)<sup>1</sup>. About 50 MTB's were in the Winter Harbor. Out of these, only one was of the old type with stern discharge; the others were either ELCO or Higgins type or a type resembling the Swedish MTB T-30. In the floating dock by the northern quay, there was one submarine, 80 to 85 m long. The stem was vertical with a small rounding at the top and bottom. No number or guns were visible (see sketch No. 3). At the north-south quay, there was a 5,000 to 6,000-DWT mother ship, possibly for submarines (see sketch No. 4). The vessel A-65 was seen in a canal in Milgravis (see sketch No. 5), and a mine vessel was sailing out the harbor entrance (see sketch No. 6). 25X1
- the mother ship [redacted] was lying in the Winter Harbor at the north-south quay, and a K-Class submarine was lying next to the other mother ship. There were also two minesweepers (see sketch No. 7) in the Winter Harbor. 25X1

2. [redacted] no jet fighter activity was observed at the airfield. A total of nine passenger planes of the DC-3 type were seen. They were probably training planes because they made numerous take-offs and landings. Only one runway was visible. [redacted] there was daily civilian traffic at Spilve Airfield. A plane similar to a DC-4 landed at 1000 and 1730 hours local time. [redacted] parachute jumps over Spilve were observed. A plane which looked like an old Junkers circled several times over Spilve at about 500 m's altitude. Every time it circled, someone jumped out. The first time, six men jumped at the same time, the next four times, one man jumped at a time. The weather was clear and calm. [redacted] 25X1
- [redacted] a biplane took off and landed all day long. 25X1

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(Note: Washington distribution indicated by "X"; Field distribution by "#")

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[redacted] there was training with three searchlights southwest of the Spilve Airfield.

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3. The floating dock at the shipyard in Milgravis was about 100 m long; the lifting capacity was about 4,000 tons. The side pontoons were quite a bit shorter than the bottom. There were two building slips at the shipyard with a capacity of about 6,000 to 8,000 tons. Only civilian activities took place there. The length of the floating dock at the shipyard in the Winter Harbor was about 60 m.
4. In mid-September, quite a few big buildings were being built in the Winter Harbor area. A total of seven, three- or four-story yellow stone houses with light gray roofs had been built along the river in the southern part of the Winter Harbor. The eighth building was being built. [redacted] a floating crane was unloading MTB's (from another vessel?), [redacted] the same crane was placing heavy cement blocks on the northeast pier by the mouth of the river (see sketch No. 8).
5. Off the Kolkas Rags Point [redacted] there were three small guard ships close to the shore. They were distributed one north of, one east of, and one south of the point. They were motorboats, the same size as MTB's, with one mast and very strong searchlights, which were aimed at [redacted] ship. None of the guard ships followed [redacted] ship as it sailed southward in Riga Bay. At 2145 hours, the pilot came aboard alone off Daugavgriva light and whistle-buoy. The pilot, who spoke only Russian, took the ship into the quarantine station where it anchored. One female doctor came aboard alone at 2310 hours. The rat certificate was shown to her; she asked about the crew's health, and then the examination was over. She spoke only a very little English.
6. The control commission consisted of one officer, two soldiers, one customs official, and one civilian. The inspection was limited to reviewing the discharge books. The customs official asked if there was anything to be declared, but examined nothing. He enjoined that no Soviet currency or goods bought in Riga might be taken out of the country. The civilian sealed the radar and radio transmitter. He also accepted cameras to be sealed, but no investigation with regard to cameras took place. As such, the turning over of cameras for sealing was voluntary. They did not ask about long glasses and the ones that they could see were not touched. The ship was guarded by one sentry by the bow, and on the seaside from the onset of darkness until morning by a small motorboat, which apparently kept all the ships by the quay under observation all night. Inspection on departure was just as superficial as on arrival.
7. Buoy No. 1 in Irben Strait was equipped with a radar reflector. The authorities said that [redacted] vessel should not take on cargo to more than 24 feet 2 inches draft, since the depth in the channel in Daugavgriva itself was only 24 feet 9 inches. However, by echo sounder, [redacted] was able to determine that, in the light range between the Winter Harbor and the approach buoy, there were at least seven feet under the keel; in other words, the depth was at least 30 feet. Furthermore, in Milgravis [redacted] a large full-laden tanker [redacted] estimated to be at least 12,000-DWT and whose draft hardly could be less than 30 feet. The harbor pilot, who spoke English well, confirmed the fact that the depth was about 30 feet. The reason for the secrecy about the real depth was not discovered. Chrome iron ore was loaded at quay 16 in the Export Harbor.

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1. [redacted] Comment: [redacted] Loud sounds were heard from the turbine gear. On the vessel's return the forward stack was still cold. [redacted] it arrived together with five minesweepers of the T-301 Class; [redacted]

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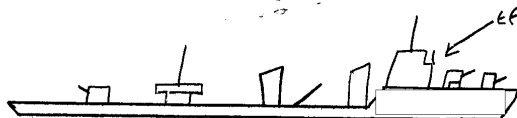
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Sketch No. 1  
Submarine Lying off Daugavgriva



Sketch No. 2  
Minesweeper Leaving Daugavgriva

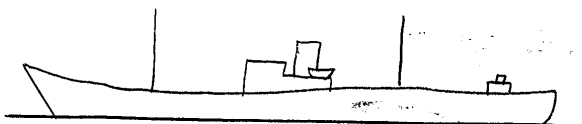


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Sketch No. 3  
Submarine in the Floating Dry Dock in Daugavgriva



Sketch No. 4  
Mother Ship at Daugavgriva



Sketch No. 5  
Vessel in a Canal at Milgravis

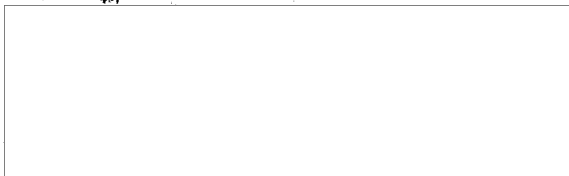


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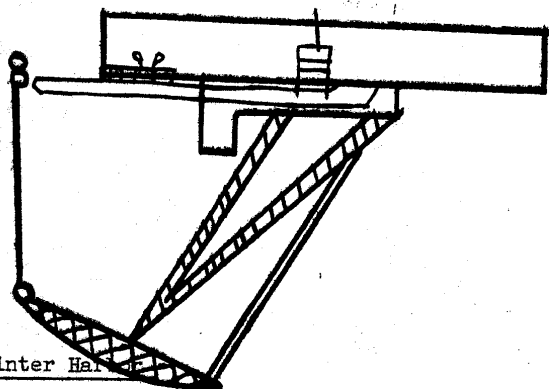
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Sketch No. 6  
Mine Vessel Leaving Milgravis



Sketch No. 7.  
Minesweepers in the Winter Har

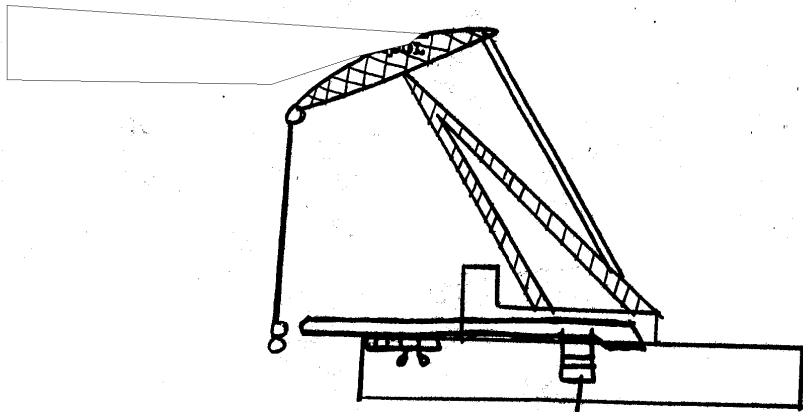


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Sketch No. 8  
Floating Crane at the Winter Harbor



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